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Greetings and Congress aim:

It is my greatest honor opening the 10th World Congress on High Speed Rail.

Firstly, allow me to address my special thanks to:

- the Prime Minister of Turkey **Mr. Binali Yildirim** (TBC),
- the Minister **Mr. Ahmet Arslan**
- **Mr. Zheng Jian**, Administrator of NRA
- the Chairman and Director General of TCDD, UIC Vice Chairman, **Mr. Isa Apaydin**
- the Director General of UIC **Mr. Jean Pierre Loubinoux**
- their Excellency Ambassadors representing their Countries

Dear Colleagues,

This 10th UIC World Congress on High Speed & exhibition represents a unique occasion where the worldwide railways meet together to address strategic issues for High Speed Rail.



Again, let me thank the UIC people and staff for organizing this Congress in such prestigious scenario with a such a big impact at global level.

While high speed is well understood and appreciated by the countries which have invested in it, it is not always well understood as a whole transport system for other stakeholders, so this 10th World Congress intends make clear how High Speed Rail is an innovative, efficient and environment respectful mode of transport, which could be easily described as the transport mode of the future.

High Speed Rail means high performances. All these performances originate first from the complex systems, in which are combined so many different fields as infrastructure, stations, rolling stock, operations, maintenance, strategy, financing, marketing and management, contributing each of them to bring excellence and improvements.

All these issues will represent the core of this 4 days Congress, where, through the different Parallel Sessions and Round Tables, speakers and attendees will exchange their views increasing knowledges, technologies and experiences.

The Congress together with its worldwide dimension represent today an emblematic stage of the globalizing world that the railway system is facing to.

High-Speed Today:

The global high speed rail network is one of the great feats of modern engineering proving to be the best form of transportation ever invented. It is rapidly expanding across continents worldwide.



Indeed High Speed Rail is currently in operation in more than 14 countries with a length of 40,000 Km (25,000 miles).

High Speed rail network is constantly growing and this is an evidence proving why each year more than 1.600 million people decide to be carried by High Speed Trains.

Over the past 10 years, High Speed represented a complete transformation, a sort of revolution in moving. It not only boosted tourism, economic development and business but it also changed people lifestyle.

For examples, today moving from Tokyo to Osaka, from Paris to Bordeaux, from Madrid to Barcelona, from Rome to Milan, from Saint Petersburg to Moscow, from Seoul to Busan and from Beijing to Shanghai by High Speed trains has become a daily fact.

Indeed, from 2010 to 2016 the number of Passengers/km increased from 248 to 715 Billion, more than 460 Billion only in China. Once again allow me to underline how the service and quality we delivered in the past 10-12 years have been very well recognized by users and rail passengers.

High Speed Tomorrow: projects, investments and benefits:

Most of the countries allocated significant investments to High Speed Rail. Money spent today in High Speed is going to go a long way into the future.



16 Countries have currently 14 000 km of High Speed network (8000 miles) under construction, while 36 Countries have 35 000 km (22 000 miles) of planned lines.

Ambitious projects for high speed links are being developed in several countries aiming at achieving economic, social and territorial cohesion in boosting economic growth and development while ensuring more connectivity.

European Union has been pursuing Trans European Transport Corridors for almost 20 years and still plan to invest 500 Billion of Euros, China has developed in the last 15 years an impressive high speed rail system with huge investments, USA is also predisposing extensive investments, India is on the verge of a new rail deal.

All major world economies are developing new corridors comprising rail high speed such as the Miami Orlando brightline, the Mumbai- Ahmedabad, the Kuala Lumpur - Singapore, the Moscow-Kazan and the Casablanca-Rabat-Tangier.

All these projects are creating thousands of jobs either during construction, or operation and maintenance.

Now, new forms of transport are emerging, thanks to technological revolution. In this context, everyone is waiting for the completion of the Maglev line between Tokyo and Osaka as well as what Hyperloop can bring. These new technologies will be rated according to their cost-benefits and in terms of capacity, availability, frequency, affordability and sustainability.



I wish this World Congress on High Speed Rail will accomplish a profitable exchange of views on the development and implementation of these innovative technologies by sharing expertise at international level.

Sustainable Development:

High speed rail does have a part to play in responding to the challenge of reducing the sustainability impact of transport.

In this sense the main High Speed Rail strategy is “shift to rail” where journey are made by lower CO2 per passenger emitting modes.

High Speed Rail advantages in terms of energy consumption compared with other competitors is one of the main drivers to reduce carbon footprint in transport sector. A study conducted from UIC in France and China already concluded that the carbon footprint of High Speed Rail can be up to 14 times less carbon intensive than car travel and up to 15 times less than aviation even when measured over the full-life cycle of planning, construction and operation.

The constant UIC cooperation with the United Nations are giving us the opportunities to better influence the UN Agenda.

Also in terms of green finance, let me underline the crucial role green bonds could play in boosting growth by financing climate and environment goals. Promoting long-term green finance has to be one of our priorities to raise capital market finance. Today, we represent a decisive sector among transport modes. Each of our projects are directly impacting present and future people lifes, that is why I think we have to consider green bonds as instruments to



mobilize capital. Green Finance has the great potential to let investors making informed and explicit decisions.

Conclusions:

Today, at this Congress we have again the opportunity to strengthen the UIC mission and values in promoting High Speed Rail transport at world level.

I strongly wish each debate and idea coming out from the next parallel sessions and round tables will lead us to strengthen and create new technical and environmental performances, to improve competitiveness and to reduce costs.